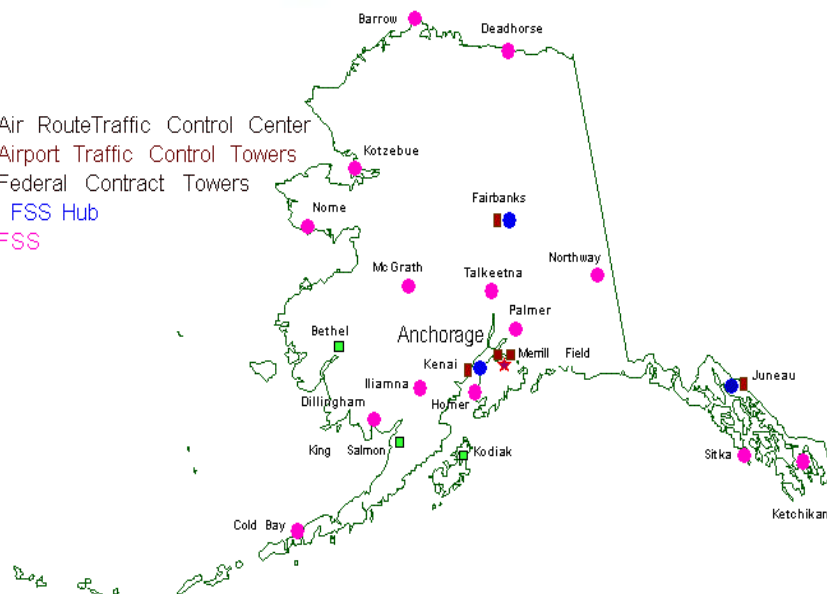




FAA Air Traffic Organization Flight Services

- ★ Air Route Traffic Control Center
- Airport Traffic Control Towers
- Federal Contract Towers
- FSS Hub
- FSS



FAIRBANKS Pilot Bulletin 13-01

FAIRBANKS PILOT BULLETIN 13-01

Effective: October 1, 2012
Expires: September 30, 2014

Fairbanks Flight Service Station (FSS) and Airport Traffic Control Tower (ATCT) are both open year-round, 24 hours per day. We are especially busy from early spring through late autumn. Our traffic includes J-3s to heavy jets. Our customer experience level ranges from the student pilot to the professional with thousands of hours and military pilots in supersonic jets.

The Fairbanks Flight Standards District Office (FSDO) is responsible for promoting aviation safety and ensuring compliance with safety standards for most aircraft, aircraft operations and airmen. Flight Standards develops and recommends policies, regulations and standards for the aviation community. Safety through education is an important part of their mission providing the public with the highest level of safety standards in the world.

This booklet contains information that a pilot will find helpful in utilizing our services. It is not intended that any procedure or suggestion in this booklet deter a pilot from the responsibilities of the pilot-in-command to ensure the safe operation of their aircraft.

We invite and encourage pilots to visit our facilities as security measures allow.

Fairbanks FSS is located at 3811 South University Avenue. Fairbanks ATCT is located across the street at 3800 South University Avenue. As our guest, you may visit the FSS, Tower Cab, Radar Room and FSDO. If possible, please call ahead of time (FSS: 474-0388, ATCT: 474-0050) so we can have someone available to show you around. Our regular visiting hours, for the FSS and ATCT, are 8:00AM to 3:30PM, Monday through Friday, with other times available upon request.

FSDO is located north of the Fairbanks International Airport Terminal building, at 4419 Airport Way. Visitors are welcome during any weekday between 7:30AM and 4:00PM. Our telephone number in the Fairbanks area is 474-0276, outside the Fairbanks area, 1-800-294-5119.

Visit our Internet Home Page at:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/alaskan/alaska/fai/

Barry J. Swinburnson
Air Traffic Manager
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Fairbanks FSDO

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FAIRBANKS FLIGHT SERVICE STATION (FSS)



This guide is intended to provide pilots with information about some of the services available from Fairbanks FSS and its satellite facilities. Fairbanks FSS is located at 3811 South University Avenue on the east ramp of the Fairbanks International Airport. We perform a full range of flight service functions including preflight weather briefing, flight plan handling, inflight and emergency services, search and rescue, broadcast and communications relay. Services are provided primarily to users within Alaska; however, frequent flights to areas outside of Alaska such as Canada, Russia and the Lower 48 are served.

FAIRBANKS PILOT WEATHER BRIEFING TELEPHONE

FSS TWEB	452-8932
FSS TIBS & Briefers	474-0137
Toll Free: 1-800-WX-BRIEF	1-800-992-7433
or	1-866-248-6516

FAIRBANKS FSS TELEPHONE TIBS ACCESS CODES

Next Available Briefer	1	Recorded Weather	2
Fast File Recorder	3	Special Announcements	11
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		Return to Weather Briefer	0

TELEPHONE INFORMATION BRIEFING SERVICE (TIBS) AND FAST FILE

The toll-free number for Fairbanks Flight Service Station is 1-866-248-6516. The nationwide toll-free number for Flight Service Stations is **1-800-WX-BRIEF** (1-800-992-7433). When calling this number, you will automatically be connected to the FSS serving the area from which you are calling, unless you are using a cellular phone. Cellular phones access the FSS responsible for the area code for the cell phone number or the default FSS (Kenai FSS). Calls to this number provide access to recorded weather, aeronautical information, and flight plan filing. When you reach the FSS, your call will be answered by a recorded announcement, which includes the name of the facility followed by a recorded announcement. To interrupt a recorded message, enter the access code for the desired function at any time. If you do not wish to talk to a briefer, you may go directly to **TIBS** or **Fast File**. TIBS recordings contain the most commonly requested route forecasts for the Interior. These recordings give you a summary of current and forecast weather along a route. The **Fast File** service can be used to file IFR and VFR flight plans, close a flight plan, or record a pilot report. Please speak slowly and distinctly into the telephone and provide complete data, as we may not be able to call you back. Please remember that the fastest way to file a flight plan is to talk with a briefer.

SATELLITE FACILITIES

The five FSSs in northern Alaska are open about 16 hours per day. When closed their radios and telephones are remoted to Fairbanks FSS which will provide all services except Local Airport Advisories.

Barrow FSS	852-2511	Nome FSS	443-2291
Deadhorse FSS	659-2401	Kotzebue FSS	442-3310

Northway FSS (May-Sep) 778-2219

PREFLIGHT PLANNING

A good weather briefing starts with developing an awareness of the overall “big picture” before attempting to get a detailed weather briefing. At many locations you can learn about the big picture by listening to the Transcribed Weather Broadcast (TWEB), Telephone Information Briefing System (TIBS), DUATS, *Alaska Weather*, National Oceanic and Atmospheric Administration (NOAA) Weather Radio, television and radio weather broadcasts. When ready to call for a weather briefing, make sure your planned route of flight is determined and your flight plan is partially completed before placing your telephone call. To ensure that your briefing is tailored to your needs, give the briefer the following information:

- Type of weather briefing requested:
 - STANDARD
 - ABBREVIATED
 - OUTLOOK
- Type of flight contemplated. VFR or IFR
- Aircraft N-number or pilot's name
- Type of aircraft
- Departure point
- Proposed route of flight
- Destination
- Proposed flight altitude
- Estimated time of departure (ETD)
- Estimated time enroute

At the conclusion of the briefing, if there is anything that you do not understand about the weather briefing, let the briefer know. If terminology is used that you do not understand, ask the briefer to explain it. A briefer who talks too fast should be asked to speak more slowly. The amount of detail in your weather briefing will depend upon how complicated the weather situation really is.

STANDARD WEATHER BRIEFING

If you request that the briefer provide you with a Standard Weather Briefing, the briefer will be following procedures and phraseology used by FAA personnel providing flight services. Specialists are directed not to read weather reports verbatim unless specifically requested to do so by the person receiving the briefing. As a minimum, your preflight briefing will include the following elements:

ADVERSE CONDITIONS: The briefer will advise you if there are any significant meteorological and/or aeronautical information (e.g., thunderstorms, icing, turbulence, low ceilings or visibility, airport closures) along your proposed route of flight. Expect the briefer to emphasize conditions that are particularly significant, such as low-level wind shear, embedded thunderstorms, reported icing, or frontal zones. When a VFR flight is proposed and actual or forecast conditions make VFR flight questionable, the briefer will describe the conditions and may advise you that **“VFR flight is not recommended.”** At this time, if you feel that the weather conditions are clearly beyond your capabilities, you should consider terminating the briefing. Of course the **GO/NO-GO** decision is up to you as pilot-in-command.

SYNOPSIS: A brief statement as to the cause of the weather (e.g., fronts or pressure systems) which might affect your proposed route of flight.

CURRENT CONDITIONS: When your proposed time of departure is within 2 hours, the briefer will summarize current weather, including PIREPS applicable to your route of flight.

ENROUTE FORECAST: Expect the briefer to summarize forecast conditions along your proposed route in a logical order, i.e., climb-out, enroute and descent.

DESTINATION FORECAST: The destination forecast for your estimated time of arrival (ETA) will be provided, including any significant changes within one hour before and one after your planned time of arrival.

WINDS ALOFT FORECAST: The briefer will summarize forecast winds aloft for your proposed route. Temperature information will be provided on request.

NOTICES TO AIRMEN (NOTAMS): NOTAMS pertinent to your proposed route of flight will be provided. However, information on military training routes and areas, (MTRs and MOAs), along with published NOTAMs, Flight Data Center (FDC) NOTAMs, and Special Notices must be specifically requested.

REQUEST FOR PILOT REPORTS: Due to the mountainous terrain and the scarcity of weather reporting stations in Alaska, the briefer will request that you provide pilot reports for en route conditions.

ABBREVIATED BRIEFING

Request an **Abbreviated Weather Briefing** when you need information to supplement mass disseminated data, update a previous briefing, or, when you need only one or two specific items. Provide the briefer with the appropriate background information, the time you received the previous information and/or the specific items needed. You should indicate the source of the information already received so the briefer can limit the briefing to the information that you have not received and/or appreciable changes in meteorological conditions since your previous briefing. To the extent possible, the briefer will advise if adverse conditions are present or forecast. Details on these conditions will be provided upon your request.

OUTLOOK BRIEFING



You will be provided an **Outlook Weather Briefing** whenever your proposed time of departure is six or more hours from the time of the briefing. The briefer will provide available forecast data applicable to the proposed flight. This type of briefing is provided for **planning purposes only**. You should obtain a Standard Weather Briefing prior to departure in order to obtain such items as current conditions, updated forecasts, winds aloft and NOTAMs. If you need an outlook briefing for conditions three or more days in the future, contact the National Weather Service forecaster.

FLIGHT PLANS

If, after having received a briefing you decide to go, please file a Flight Plan. To avoid frequency congestion, please file by telephone or in person if possible. One thing you can do to simplify your flight plan filing is to put your aircraft and personal information on file here. Your **Master Flight Plan** is good for the entire state. Just tell us which FSS you are on file with. You can obtain a master flight plan form from FAI FSS by fax, (907-474-0766) mail, Fairbanks FSS 3811 S. University Avenue, Fairbanks AK. 99709 or in person.

A flight plan is an excellent low cost insurance policy; the only cost is the time it takes to file one. This insurance includes the knowledge that someone will come looking for you if you become overdue at your destination. For maximum protection, file only to the first point of intended landing and refile for each additional leg to your final destination. When a lengthy flight plan is filed with several stops en route, a mishap could occur on any leg. It is probable that no one will start the Search and Rescue (SAR) process until 30 minutes after your ETA at your final destination. Position reports en route can also help to speed up the SAR process once an aircraft is declared overdue.

Be sure to inform the nearest FSS of any changes to your route and your ETA (particularly your ETA as SAR is initiated if you have not closed your flight plan 30 minutes after this time). The pilot is responsible for the activation and closure of his/her flight plan. This is not done automatically by an FSS or ATCT. Timely closures will prevent needless search efforts.

INFLIGHT WEATHER BRIEFING

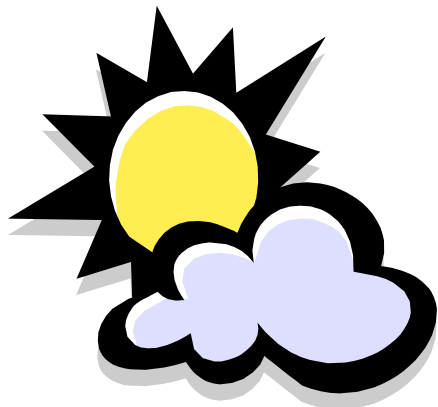


You are encouraged to obtain your preflight briefing by telephone or in person before departure, as this will reduce congestion on the radio frequencies. Fairbanks FSS Inflight positions are monitoring up to 73 frequencies so it is not uncommon to have five or more aircraft calling simultaneously for services. Our Remote Communications Outlets (RCO) system extends from the Alaska Range to the North Slope and from the Alaska/Canada Border to the Bering Straits. Therefore, when calling Fairbanks Radio, identify not only yourself, but also the name and frequency of the radio outlet you are calling over. After communications have been established, advise the specialist of the type briefing you require: Standard, Abbreviated or Outlook, and provide the appropriate background information. You will be provided information as specified in the previous paragraphs depending on the type of briefing requested. Feel free to ask for any information that you or the briefer may have missed. It helps to save your questions until after the briefing has been completed. Enroute and destination weather updates are also available by monitoring the TWEB on selected NDBs or VORs, and/or listening to the ATIS. You may also receive updates from Contract Weather Observers (CWO) at Big Delta, Tanana, and Bettles. During the hours the FSSs are closed from the CWOs at Northway and Deadhorse, or by monitoring the appropriate Automated Weather Observing System/Automated Surface Observing System (AWOS/ASOS). Centers and terminal area facilities broadcast SIGMETs and CWAs upon receipt. To the extent possible, centers and terminal area facilities will issue pertinent information on weather and assist pilots in avoiding hazardous weather areas when requested.

WEATHER INFORMATION SOURCES USED BY BRIEFERS

Briefers draw from all available weather sources including Area Forecasts, Terminal Forecasts, METAR reports, PIREPs, weather charts, NOTAMs, NEXRAD graphics, and aviation cameras. Check out these sites, especially the weather camera site as the information can be extremely useful.

Alaska Aviation Weather Unit - <http://aawu.arh.noaa.gov/>
Alaska Aviation Weather Cameras- <http://akweathercams.faa.gov/>



AREA FORECASTS (FA)

Area Forecasts are 12-hour aviation forecasts, with a 6-hour categorical outlook, giving general descriptions of cloud cover, weather conditions and potentially hazardous weather that could impact aircraft operations. Alaska Area Forecasts, each covering a broad geographical area, are issued four times a day (6am, noon, 6pm, & midnight local time).

Heights of cloud bases, tops, freezing level, icing, and turbulence are referenced to mean sea level (MSL) unless otherwise stated. Ceilings are given in heights above ground level (AGL). The causes of LIFR, IFR, or MVFR conditions are indicated by either ceiling, restrictions to visibility or both. If winds (or gusts) of 25 knots or greater are forecast for the outlook period, the word WIND is included. For example: **IFR CIG R WIND:** Expect IFR conditions due to ceiling below 1,000 feet, visibility restricted by rain and wind to be 25 knots or greater.

Terminology:

OCNL: More than a 50% chance of a phenomenon occurring but for less than 1/2 of the forecast period.

Isolated: Single cells (no percentage).

Widely Scattered: Less than 25% of area affected.

Scattered or Areas: 25-54% of area affected.

Numerous or Widespread: 55% or more of area affected.

LIFR: (Low IFR) ceiling less than 200 feet and/or visibility less than 1 statute mile.

IFR: Ceiling 500 feet to less than 1,000 feet and/or visibility 1 to less than 3 miles.

MVFR: (Marginal VFR) Ceiling 1,000-3000 and/or visibility 3 to 5 miles.

VFR: Ceiling greater than 3,000 feet and visibility greater than 5 statute miles.

AVIATION ROUTINE WEATHER REPORT (METAR)

METAR reports are specific aviation weather reports taken at designated reporting sites. Usually, but not always, sites are located at an airport. Observations are usually taken hourly at 50 minutes past the hour. These observations are then transmitted between 55 minutes past the hour and on the hour. Reports are generally available over the weather circuits just past the hour, while military reports generally are not available until 10 minutes past the hour. SPECI or special observations are taken whenever changing weather conditions warrant.

Sequence of METAR Elements:

1. Type of Report
2. Station Identifier
3. Date and Time of Report
4. Report modifier
5. Wind
6. Visibility
7. Runway Visual Range
8. Weather and Obstructions to Vision
9. Sky Condition
10. Temperature
11. Altimeter
12. Remarks

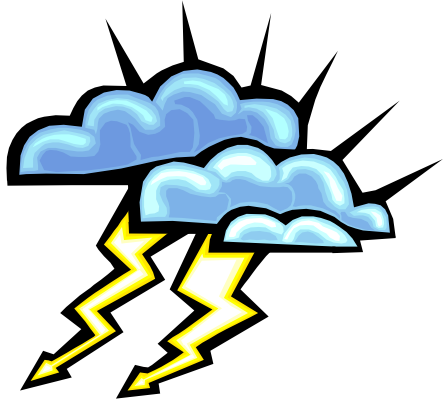
TERMINAL AERODROME FORECAST (TAF)

TAFs are issued for specific airports and generally cover a 5 statute mile radius from the center of the runway complex. Alaskan TAFs are issued four times a day at 0000Z, 0600Z, 1200Z, and 1800Z. TAFs contain information about expected ceilings, cloud coverage's and heights, weather, obstructions to vision, and surface winds. They are valid for a 24-hour period and are subject to amendment. Select airports such as FAI have a TAF valid for a 30 hour period. Cloud heights are reported in hundreds of feet above ground level (AGL). Visibility is forecast in ¼ statute mile increments up to 3 and the nearest mile up to 6 miles. If visibility is expected to be greater than 6 miles it will be shown as P6SM. Weather and obstructions to vision are displayed in standard METAR/TAF contractions. Surface wind is forecast in increments of ten degrees from true north in knots.

WIND AND TEMPERATURE ALOFT FORECAST (FD)

Wind and temperatures aloft forecasts contain upper air velocity and temperature forecasts, and are issued twice daily. Wind from intermediate levels can be calculated by interpolation. Winds Aloft forecasts are a good indicator of where the weather is coming from. Comparing the current weather with winds aloft will give an indication of the direction weather is moving. Wind direction is referenced to true north and velocity forecast in knots and temperatures in Celsius.

INFLIGHT ADVISORIES (WS, WST, WA CWA)



SIGMET (WS): A SIGMET is an advisory of hazardous weather conditions, of concern to all aircraft, issued as necessary and updated every four hours from initial time of transmission. A SIGMET warns of severe conditions that are affecting or forecast to affect an area of at least 3,000 square miles e.g., severe icing, severe turbulence, dust storms, sand storms, volcanic ash, squall lines, embedded thunderstorms, tornadoes, heavy hail, and marked mountain waves.

AIRMET (WA): An AIRMET is an advisory of hazardous conditions, mainly of concern to small aircraft, issued every six hours as part of the area forecast and when conditions warrant an amendment. An AIRMET concerns weather of less severity than a SIGMET, detailing conditions that may be hazardous to aircraft having limited capability because of lack of equipment, instrumentation, or pilot qualifications. These conditions include moderate icing and/or turbulence, sustained surface wind of 30 knots or greater, ceilings less than 1000 feet and/or visibility less than three miles (affecting 50% or more of the forecast area) and extensive mountain obscuration. In order for an AIRMET to be issued, these conditions must be affecting or forecast to affect 3,000 square miles or more.

CENTER WEATHER ADVISORY (CWA): A CWA is an unscheduled inflight, flow control, air traffic and aircrew advisory. A CWA is considered as a “nowcast” rather than a flight-planning product. They normally provide a narration of conditions existing at the time of issuance and a forecast for the next 2 hours

PILOT WEATHER REPORTS (PIREP)

Help yourself by helping others. The best way to eliminate or reduce en route weather surprises is to give and obtain inflight weather reports, or PIREPs. A PIREP is often the only means available for gathering some information, i.e. cloud tops, actual icing and turbulence conditions, etc. A PIREP gives a pilot valuable information on weather conditions actually being experienced inflight by other pilots. This information supplements data reported by ground stations. When giving PIREPs one idea is to follow the format of an hourly weather report using VOR radial/DME or Lat. /Long coordinates to identify your position. Giving the trend of the weather is also valuable. Pilot reports are utilized in the receiving facilities immediately and disseminated to other FAA facilities, the National Weather Service and pilots as soon as possible after receipt. A good PIREP consists of the following:

- Location in reference to a NAVAID or airport
- Time, altitude (MSL), and type of aircraft
- Visibility and sky cover including bases and tops (heights in MSL)
- Air temperature (Celsius), wind, turbulence and/or icing
- Other significant weather data, i.e. lowering or improving conditions

A suggested format for giving PIREPs is available in the Procedures Section of the Alaska Supplement.

*For more in depth information on these weather products go to
Advisory Circular 00-45g – Aviation Weather Products at:*

http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/1ab39b4ed563b08985256a35006d56af!OpenView

Fairbanks Airport Information

FUEL

Self-service fuel is available 24 hours/day at these fueling stations equipped with credit card pumps:

Alaska Aerofuel located at the base of the ATCT

Ace Fuel located at the southeast corner of the Float Pond fuels wheeled and float equipped aircraft.

Truck delivered fuel is available from:

Alaska Aerofuel from approximately 8:30am to 5:00pm during the winter and 8:00am to 8:00pm in the summer. A call out fee will be charged for services after hours. They can be contacted by phone at **474-0061** or radio on frequency **122.95 MHz**

ACCOMMODATIONS AND AIRPARK CAMPING



There are a number of hotels and motels in the Fairbanks area. Several of these provide airport shuttle service and others are a short cab ride away. Rental cars are available at the main terminal. A pilot's lounge is located under the control tower on the East Ramp near transient parking. There is a payphone, public

restroom, and shower located there. Convenient camping facilities with tie-downs are on the airport grounds and are accessible by taxiway to transient pilots. These facilities are complete with water, a cooking area, toilets and a telephone.

Flight Charts and Facility Directories

Aviation charts and other aeronautical publications are available at:

Tamarack Air 3900 University Avenue 479-6751



REPORTING WILD LAND FIRES

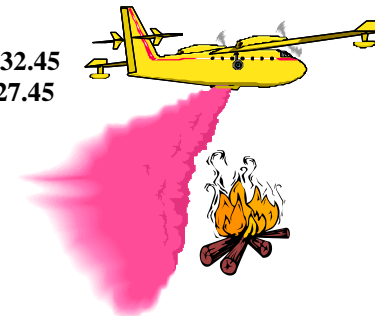
Private and commercial pilots reporting wildfires have played a major role in helping the Division of Forestry and the Alaska Fire Service to respond quickly to wildfires within Alaska.

If you should spot a forest fire contact:

"State Forestry" on frequency 132.45

"BLM Dispatch on frequency 127.45

Any Flight Service Station



Provide the following information:

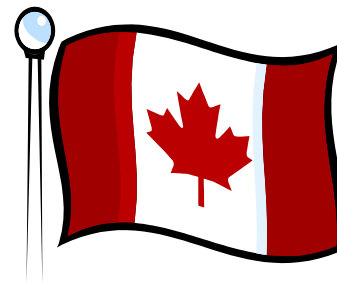
- Your name and aircraft n-number.
- Latitude/Longitude.
- VOR/DME location.
- Approximate fire size.
- Wind direction and speed.
- Fuel type (spruce, birch, tundra, etc.).
- Distance to cabins or other buildings.

Extreme caution is advised in the vicinity of all forest fires due to increased air traffic and the decreased visibility in smoke. Contact a Flight Service Station for any Temporary Flight Restrictions (TFR) due to fire fighting operations and/or temporary Air Traffic Control Tower operations.

<http://fire.ak.blm.gov/predsvcs/maps.php>

<http://forestry.alaska.gov/fire/current.htm>

CANADIAN CUSTOMS and USER FEES



The responsibility for Canadian Customs notification rests solely with the aircraft pilot. ADCUS notifications on flight plans are no longer accepted by Canadian flight service stations. Pilots must make their own customs arrangements by calling 1-888-CANPASS (1-888-226-7277). Contact Canadian Authorities or a flight service station for additional information. An Electronic Advance Passenger

Information System or eAPIS **must be filed** prior to leaving or entering the United States with US Customs and Border Protection at

<https://eapis.cbp.dhs.gov/>.

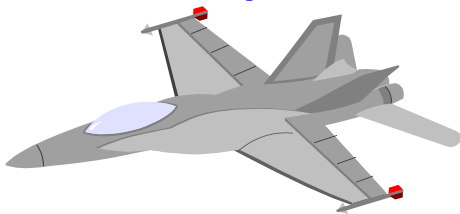
American pilots need to be aware that flights into Canada are subject to mandatory user fees. These fees are assessed by **NAV CANADA**, the commercialized operator of all air traffic control and navigation services in Canada. Further information can be obtained by calling NAV CANADA at **1-800-876-4693** or by accessing their web site at <http://www.navcanada.ca/>.

Special Use Airspace Information Service (SUAIS)

MILITARY OPERATIONS AREAS (MOAs)
RESTRICTED AREAS
IFR AND VFR MILITARY TRAINING ROUTES
MILITARY REFUELING AIRSPACE
MILITARY REFUELING TRACKS

There are a number of Military Training Operation Areas (MOAs) and other special use military airspace in the Interior of Alaska covering large areas. These areas are active on a scheduled basis. This information is available from a variety of sources including any Flight Service Station, the appropriate controlling agency (i.e. Anchorage Center, Fairbanks Approach Control, etc.), publications (i.e. current sectionals and the Alaska Supplement) and from Eielson Range Control. Pamphlets regarding SUAIS (Special Use Airspace Information Service) are available at Flight Service Stations, please ask for a copy.

Eielson Range Control (ERC) is a government contracted civilian operated agency that monitors interior Alaska MOAs and Restricted Areas, north of the Alaska Range and east of Fairbanks. ERC provides real time information, through the SUAIS for these areas. SUAIS is operated to assist pilots with flight planning and to have a real time situational awareness of military aircraft while operating in or around the Interior's many MOAs and Restricted Areas. Pilots can call SUAIS state wide at **1-800-758-8723** or **372-6913** from the Fairbanks area before departure or contact Eielson Range Control on frequency **125.3** MHz while airborne. This service is provided to supplement, not to replace, those services available through FAA Air Traffic Control facilities. It is recommended that pilots contact the nearest Flight Service Station for the latest NOTAM information concerning restricted areas and scheduled MOA operation times. More information is available on the Eielson AFB homepage at <http://www.jber.af.mil/11af/alaskaairspaceinfo/>.

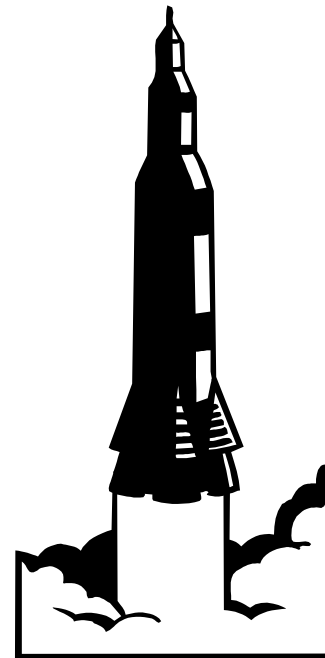


CONTROLLED FIRING AREAS (CFA)

Controlled Firing Areas (CFA) contain activities, which if not conducted in a controlled environment, could be hazardous to nonparticipating aircraft. The distinguishing feature of a CFA, as compared to other special use airspace, is that its activities are suspended immediately when spotter aircraft, radar, or ground lookout positions indicate an aircraft might be approaching the area. There is no need to chart CFA's since they do not cause a nonparticipating aircraft to change its flight path.

There are several CFAs in the Interior of Alaska. The U.S. Army has a CFA located south of Ladd AAF which extends approximately ten miles across the Tanana River. Information on these may be obtained from **Wainwright Range Control** at **353-1247/1265**.

POKER FLAT RESEARCH RANGE



Poker Flat Research Range is the only non-federal university owned and operated rocket range in the world. The 5,132-acre site is the world's largest land-based rocket range with a chain of downrange flight and observing facilities from Fairbanks to Barter Island to Spitsbergen, Norway. The range is located approximately 30 miles northeast of Fairbanks on the Steese Highway at coordinates **65°07'N/147°29'W**.

Extreme caution is advised flying near the facility during launches. Additional research using laser lights is also conducted at Poker Flat. Check with the nearest flight service station for NOTAM's on airspace restrictions during launch times.

<http://www.pfrr.alaska.edu/>

RUNWAY SAFETY

THE FAA DEFINES A RUNWAY INCURSION AS:

Any unauthorized intrusion onto a runway involving an aircraft, vehicle, person, or object on the ground, regardless of whether or not an aircraft presents a potential conflict. Runway incursions are classified into these areas:

- **Operational Error (OE)** - A failure of the air traffic control system that results in loss of separation.
- **Pilot Deviation (PD)** - The action of a pilot that results in violation of the Federal Aviation regulations (FAR).
- **Vehicle/Pedestrian Deviation (V/PD)** - Any entry or movement on the movement area by a vehicle (including aircraft operated by non-pilots) or pedestrian that has not been authorized by air traffic control.



careful investigations of these incidents have identified three major areas contributing to runway incursions - communication, airport familiarization, and cockpit procedures for maintaining orientation. NOTE: All runway incursions are surface incidents, but not all surface incidents are runway incursions. To qualify as a runway incursion, an aircraft that is taking off, intending to take off, landing, or intending to land must encounter both of the following conditions: (1) at least one aircraft, vehicle, pedestrian, or object must be on the runway; and (2) a collision hazard or a loss of separation must occur.

BEST PRACTICES

Study the airport diagram during flight planning and before starting your engine.

Brief and utilize your passengers (as appropriate) to help monitor your progress across the airport operating area.

Remember, it's always ok to ask questions! Get progressive taxi instructions if you need them.

Beware of taxi routes that cross an active runway.

Keep in mind these four essential steps to prevent a runway incursion:

1. **CLEARANCES:** Pilots must understand what they have been instructed to do or get clarification or an amended clearance.

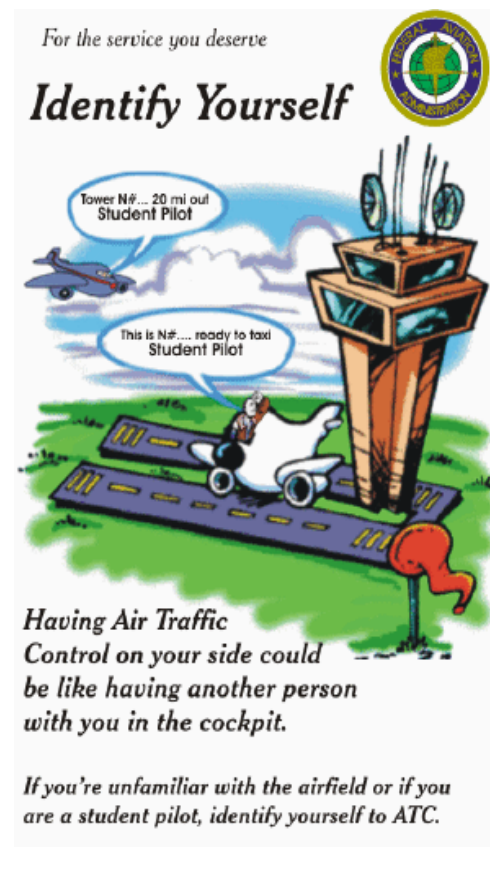
2. **COMMUNICATIONS:** Use proper procedures, standard words and phrases, and read back all clearances.

3. **GROUND NAVIGATION:** Understand the airport layout and pertinent signage before starting your engine.

4. **SITUATIONAL AWARENESS & SCANNING:** Clear up all doubts before proceeding. Use all your resources - including Air Traffic Control.

The ATC employees in the Fairbanks area are committed to providing any information you need to help you better understand airport signage, marking and procedures. Don't hesitate to contact us for assistance.

http://www.faa.gov/airports/runway_safety/publications/media/QuickReferenceGuideProof8.pdf



COMMON TRAFFIC ADVISORY FREQUENCIES (CTAFs)

The key to communicating at an airport without an operating control tower is the selection and proper utilization of the correct **Common Traffic Advisory Frequency or CTAF**. The purpose of this system is to have all aircraft monitoring and broadcasting on the **published frequency** for their airport of operation. The proper CTAF can be found in a number of publications including the Alaska Supplement, World Aeronautical Charts (WAC), Sectional Aeronautical Charts, and the Alaska Terminal Procedures Publication. The CTAF can also be obtained from any flight service station.

At an airport with a flight service station, without an operating control tower, a **Local Airport Advisory Service** is provided on the CTAF. Though it is a good practice to use this service, be aware that not all pilots may be participating in this service. Procedures for CTAF use are available in the Aeronautical Information Manual (AIM).

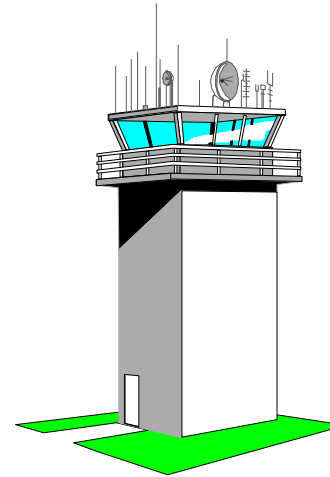
http://www.faa.gov/air_traffic/publications/

LOCAL PRACTICE AREA

There is a local practice area southeast of town around the Clear Creek Buttes. Transient Pilots should be on the lookout for maneuvering aircraft.



FAIRBANKS AIRPORT TRAFFIC CONTROL TOWER (ATCT)



ATIS

Pilots should monitor the Fairbanks International Airport Automatic Terminal Information Service (ATIS) prior to leaving the parking area to taxi for departure or just before calling ATC when inbound for landing. Due to the frequency of ground control and clearance delivery being combined, the ATIS will also contain the appropriate frequency for calling Fairbanks clearance delivery on in to receive your departure instructions. This may be 121.9 or 127.6 depending on the situation. The ATIS (frequency 124.4 MHz) also contains the following information:

- The current Fairbanks International Weather
- Runway(s) in use
- IFR approach procedures in use
- Remarks, NOTAM's and other useful information as appropriate

TRSA (Terminal Radar Service Area)

In addition to the basic radar advisory services provided at Fairbanks, TRSA services are also available. TRSA airspace was developed in the Fairbanks terminal area to provide a safer flying environment into and out of Fairbanks International, Ladd AAF and Eielson AFB airports along with the numerous other small satellite airports located in the Fairbanks Terminal area. In addition to safety alerts, traffic advisories, radar vectoring, and sequencing, provided to VFR aircraft receiving basic radar services, TRSA services provide separation between participating VFR aircraft as well as participating VFR aircraft and IFR aircraft (a transponder is not required to participate in this service). Unless specifically stated by the pilot "negative TRSA service", these services will be provided to all participating VFR aircraft in the Fairbanks TRSA airspace. This airspace is depicted on both the Fairbanks sectional and Fairbanks terminal area charts.

BASIC RADAR ADVISORY SERVICES

Fairbanks ATCT is requesting that all aircraft, whether arriving or departing the Fairbanks areas utilize as a minimum, basic radar advisory services.

- Basic radar services for all VFR aircraft shall include:
 - Safety Alerts
 - Traffic Advisories
 - Limited radar vectoring when requested by the pilot
 - Sequencing into Fairbanks International Airport

These services will be provided on a workload-permitting basis. The primary purpose is to adjust the flow of arriving IFR and VFR aircraft into the traffic pattern in a safe and orderly manner and to provide traffic advisories to all participating aircraft.

Pilots departing airports within the Fairbanks surface area desiring Basic Radar Advisory services should make their request to Clearance Delivery (the frequency will be broadcast on the ATIS) prior to requesting taxi instructions also stating “negative TRSA services“. Clearance Delivery will issue the pilot a transponder code and a departure control frequency. (Aircraft need not be transponder equipped to receive radar services.) Aircraft will be advised to switch to departure control frequency, from the tower, after departure. Inbound aircraft desiring radar services should contact Fairbanks Approach, far enough from the airport (at least 20 miles), so Approach Control can sequence them into the arrival pattern. Aircraft inbound to Chena Marina, Chena River, and any points within the Fairbanks Airport Surface Area, are encouraged to utilize radar services.

TRSA ARRIVAL PROCEDURES

Arriving aircraft should contact Fairbanks Approach at least 20 miles from the airport of arrival destination. Arriving traffic northeast through east through southeast of Fairbanks International Airport should contact Fairbanks Approach on 126.5. All other arrivals should contact Fairbanks Approach on 125.35. The controller will issue pattern entry instructions and appropriate traffic information. Pilots should become familiar with the local reporting points and make accurate position reports. Geographical points are more accurate than estimated direction and distance. All aircraft arriving Fairbanks International Airport on downwind from the north or south remain at least 1 mile east or west of the extended runway centerlines for Fairbanks International RWYs 2/20. Those aircraft not desiring TRSA services should state “Negative TRSA Services” on initial call up.

TRSA SERVICE FROM SATELLITE AIRPORTS

TRSA service from satellite airports such as Chena Marina, Chena River, Metro Field and Peger Pond and requesting TRSA services should contact Fairbanks Clearance Delivery on the frequency being broadcast on the ATIS. Those aircraft should then contact Fairbanks Tower directly 118.3.

VFR DEPARTURE PROCEDURES FROM FAIRBANKS INTL.

After receiving the ATIS and the radar service information from Fairbanks clearance delivery (appropriate frequency will be broadcast on the ATIS) pilots departing from Fairbanks International should contact ground control (frequency 121.9 MHz) when ready to taxi. Initial call-up should contain the following information in the order listed.

- Aircraft identification and type
- Position (east ramp, west ramp, gate 1, etc.)
- Request taxi for departure (SW, touch and goes, etc.)
- ATIS code ("I have Tango")
- Negative TRSA

EXAMPLE #1: "Fairbanks Clearance, Glastar one three two juliet fox-trot, east ramp, VFR advisories northwest with Tango Negative TRSA."

EXAMPLE #2: "Fairbanks Ground, November six five six one fox-trot, east ramp, row 14, taxi for departure VFR northwest, with Tango Negative TRSA."

The field layout diagram linked to this web page may be utilized to become familiar with the runways and taxi routes. If a pilot is not sure how to get to the assigned runway or does not fully understand the taxi instructions, they should ask for clarification or for progressive taxi instructions.



It is better to have misunderstandings straightened out with ground control before moving, than to inadvertently cross an active runway or turn head-on into other traffic on a narrow taxiway. When ready for departure, pilots should contact Fairbanks tower using the following call-up procedures to reduce verbiage and Ensure clarity. Specify position on the airport, direction of departure or request for touch and goes, stop and goes, etc.

EXAMPLE: "Fairbanks Tower, Experimental one eight kilo romeo, runway 2R right, ready for departure VFR southwest bound"

Pilots **not** requesting basic radar services but inbound to Fairbanks International Airport or a satellite airport within the Class D Surface Area, must contact FAI tower prior to 5.4 nm but are requested to contact the tower at least 10 nm from the airport. On initial contact pilots should advise FAI tower of the aircraft identification, type, position, request (full stop, touch & go, etc.) and state that they have the appropriate ATIS code.

TRSA SERVICE FROM THE FLOAT POND

Aircraft departing the Float Pond at Fairbanks International Airport should contact Fairbanks Clearance Delivery on the appropriate frequency being broadcast on the ATIS for TRSA services. Those departing aircraft should then contact the Fairbanks Tower 118.3 directly for taxi clearance.



TRSA DEPARTURE PROCEDURES FROM FAIRBANKS AIRPORT

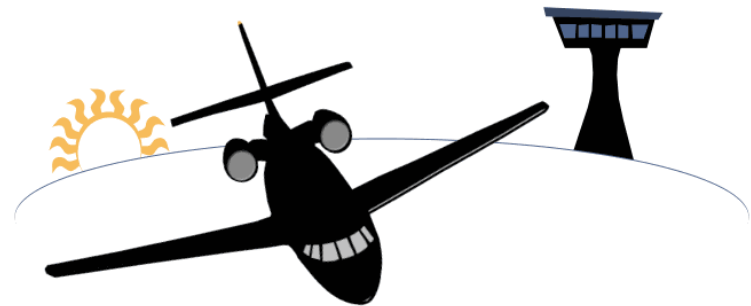
Departing aircraft should monitor the ATIS, and then contact Fairbanks Clearance Delivery on the appropriate frequency being broadcast on the ATIS prior to taxi. Pilots are expected to inform the controller of an intended destination and/or initial heading and desired cruising altitude. All departing aircraft will be given TRSA services unless the pilot states "negative TRSA service" or makes a similar comment.

EXAMPLE #1: "Fairbanks Clearance, November six five six one fox-trot, we're a PA-32, east ramp, northwest bound with Tango."

Standard TRSA Departure

The standard TRSA departure for Fairbanks International Airport is to fly the runway heading for the assigned runway with a departure frequency of 125.35. This will be referred to as the "TRSA departure". Fairbanks Clearance Delivery will issue to each aircraft: "TRSA departure, squawk (code)".

EXAMPLE #1: "November six five six one fox-trot, Fairbanks clearance delivery. TRSA departure, squawk 0125."



EMERGENCY PROCEDURES

Aircraft in distress have priority over all other aircraft. A pilot's first concern must be to maintain control of the aircraft. When able the pilot should contact the tower with their intentions and the nature of the emergency. If it is determined that the pilot must land on a taxiway, or use an opposite direction runway, etc., he/she should advise the tower as soon as possible. Don't be afraid to use the word "Mayday". If you are unsure who to contact, use frequency 121.5, and if equipped, set your transponder to code 7700. Fairbanks International Airport is well equipped with emergency equipment and personnel. The tower will do everything possible to assist an aircraft in an emergency situation. NORDO aircraft should squawk 7600 and monitor voice capable nav aids.

PILOT WEATHER REPORTS

Often the tower will request a pilot report of weather conditions such as cloud bases and tops, wind shear, icing, turbulence, or braking action. Don't be overly concerned with phraseology or format but simply give an accurate report of conditions. When braking action reports are given they should be categorized as GOOD, FAIR, POOR, OR NIL. Use of these terms will save some questions from the tower.

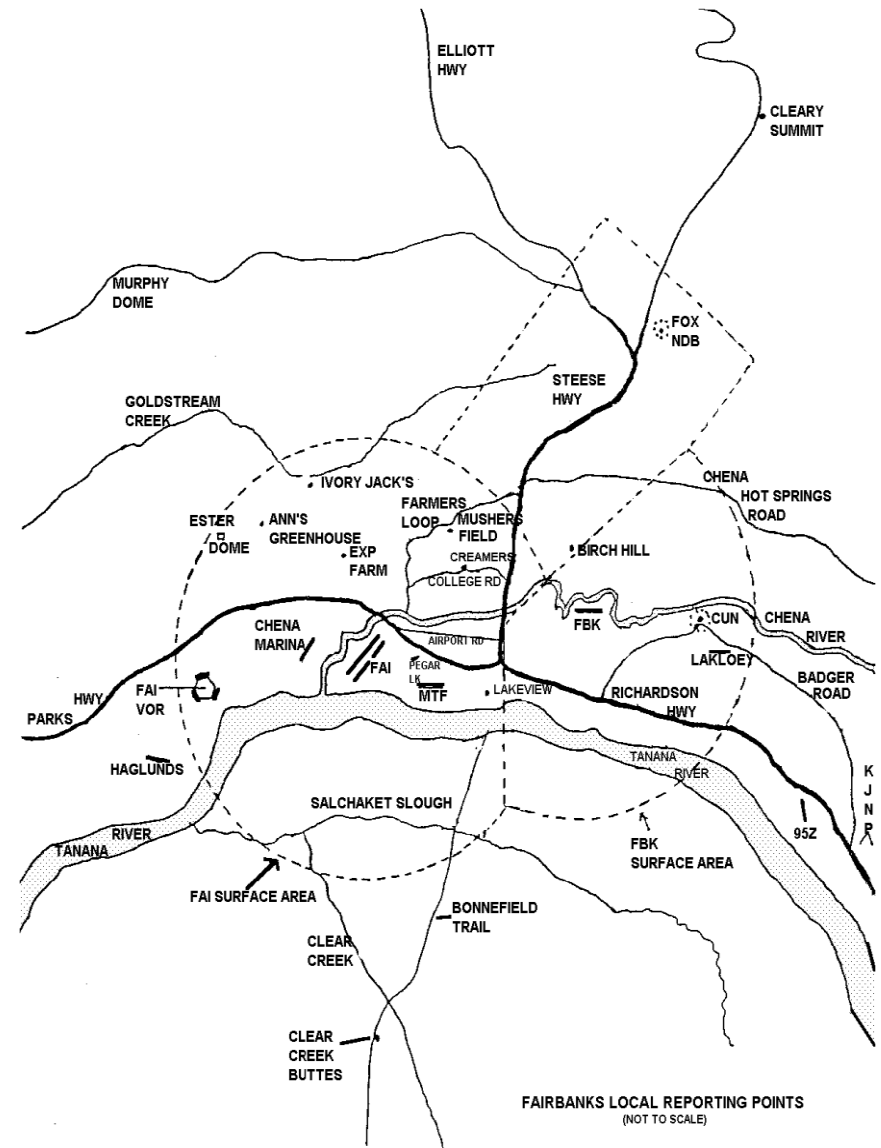
The Aeronautical Information Manual urges pilots to cooperate and promptly volunteer reports of unforecast conditions such as cloud bases, tops and layers, flight visibility, precipitation, visibility restrictions such as haze, smoke, and dust, wind at altitude, and temperatures aloft.

If you are unable to make a pilot report in flight, a report upon landing would be helpful.

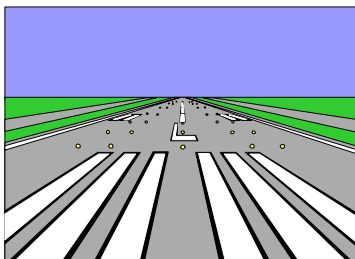
RIVER WATCH PROGRAM

The River Watch Program is a voluntary program that asks pilots to provide pilot reports of observed river ice conditions. These pilot reports assist the NWS in providing accurate forecasts, warnings, and navigation information. Submit pilot reports to any FAA Flight Service Station. In addition to reporting location and other standard pilot report elements, provide the river name and ice condition using standard remarks. For more on the River Watch Program, go to: <http://aprfc.arh.noaa.gov/rivwatch.php>.

SATELLITE AIRPORTS & REPORTING POINTS



VFR ARRIVAL PROCEDURES



After receiving the ATIS, pilots desiring TRSA or basic radar services to Fairbanks International Airport or other satellite airports should contact FAI approach control on 125.35 MHz (180 degrees through 359 degrees) 20 NM or more from the airport, or 126.5 MHz (360 degrees through 179 degrees) when 40 NM or greater from the airport.

Pilots **not** requesting radar services but inbound to Fairbanks International Airport or a satellite airport within the Fairbanks class D surface area must contact the FAI tower prior to 5.4 NM but are requested to contact the tower at least 10NM from the airport. On initial contact pilots should advise FAI tower or FAI approach control of the aircraft identification, type aircraft, position, request (full stop, touch and go, etc.) and state that they have the appropriate ATIS code.

The controller will issue pattern entry instructions and appropriate traffic information. Pilots should become familiar with the local reporting points and make accurate position reports. Geographical points are more accurate than estimated direction and distance. You will find a map with the more frequently used reporting points in this bulletin.

Pilots operating into or out of Chena Marina or Chena Marina Seaplane Base are requested to follow these procedures:

1. Whenever practical, the same direction of landing and departure used at FAI will be followed at Chena Marina.
2. Aircraft departing Chena Marina will contact FAI Clearance Delivery on the frequency being broadcast on the ATIS prior to departure with intentions and requesting radar services. Aircraft will contact FAI Tower on 118.3 as soon as practical after airborne.
3. Once airborne, aircraft will remain west of Chena Pump Road at or below 1200 feet MSL.
4. Aircraft transitioning to Chena Marina will contact FAI Approach on the appropriate frequency within 20 miles of Chena Marina for radar services.
5. . Caution - recommend visual inspection. Vehicles, children or snow machines may be on runway or float pond"

Pilots operating into or out of Metro Field are requested to follow these procedures:

1. Aircraft departing Metro field will monitor the FAI ATIS then contact clearance delivery on the frequency being broadcast prior to departure with intentions and requesting radar services. Aircraft will contact FAI Tower on 118.3 as soon as practical after airborne.
2. Once airborne, aircraft will remain east of Peger Road at or below 1000 feet MSL.
3. Aircraft transitioning to Metro Field will contact FAI Approach on the appropriate frequency within 20 miles of Metro Field for radar services.

AIRCRAFT LIGHTS

FAA regulations require specific lighting for different types of aircraft. Controllers are concerned with safety and will advise pilots of inoperative lights. It is recommended that all aircraft turn on their landing lights while in the Airport Surface Area. Controllers and other pilots can more easily see aircraft when their lights are on. Recent studies about bird strikes indicate that aircraft that have their lights on are less likely to suffer bird strikes.

TRAFFIC PATTERNS

Traffic patterns altitudes are published in the Alaska Supplement for Fairbanks International Airport. The patterns are left traffic for Runway 2L, right traffic for Runway 2R and the ski strip. FAI ATCT will determine the traffic patterns for the float pond based on traffic and advise you of the direction of the pattern to be flown. Use caution for migratory waterfowl in the vicinity of the airport during spring and fall.

The traffic pattern altitude for runway 2L/20R is 2000' MSL (large & turbine powered aircraft), 1500' MSL (reciprocating-engine aircraft). The traffic pattern altitude for runway 2R/Ski Strip2, 20L/SS20 and the float pond is 1500' MSL (reciprocating engine aircraft). Any published pattern entry or traffic pattern may be changed by the tower depending on the situation. Aircraft in the pattern, for Runway 2L/20R, may expect a pattern west of the airport and should use caution for higher terrain. If pilots are unsure of which way to turn or where to enter or exit the traffic pattern they should ask the tower for clarification. **Note:** Taxiway Alpha is west and parallel to Runway 2L-20R. Use caution to avoid landing on taxiway.

For pattern entry, such as a right base entry, when another type entry would be better, make a request to the controller. All aircraft arriving Fairbanks International Airport on downwind from the north or south are requested to remain at least 1 mile east or west of the departure/arrival corridor. Often traffic will dictate that the controller issues an instruction that may be different than that requested, but if traffic permits, the controllers will honor your request. Do not be afraid to convey your flight needs to the controller so that they can help you meet those needs.

Prior to conducting any operation that is out of the ordinary, such as a simulated engine failure, please advise the controller.

PATTERN PRACTICE



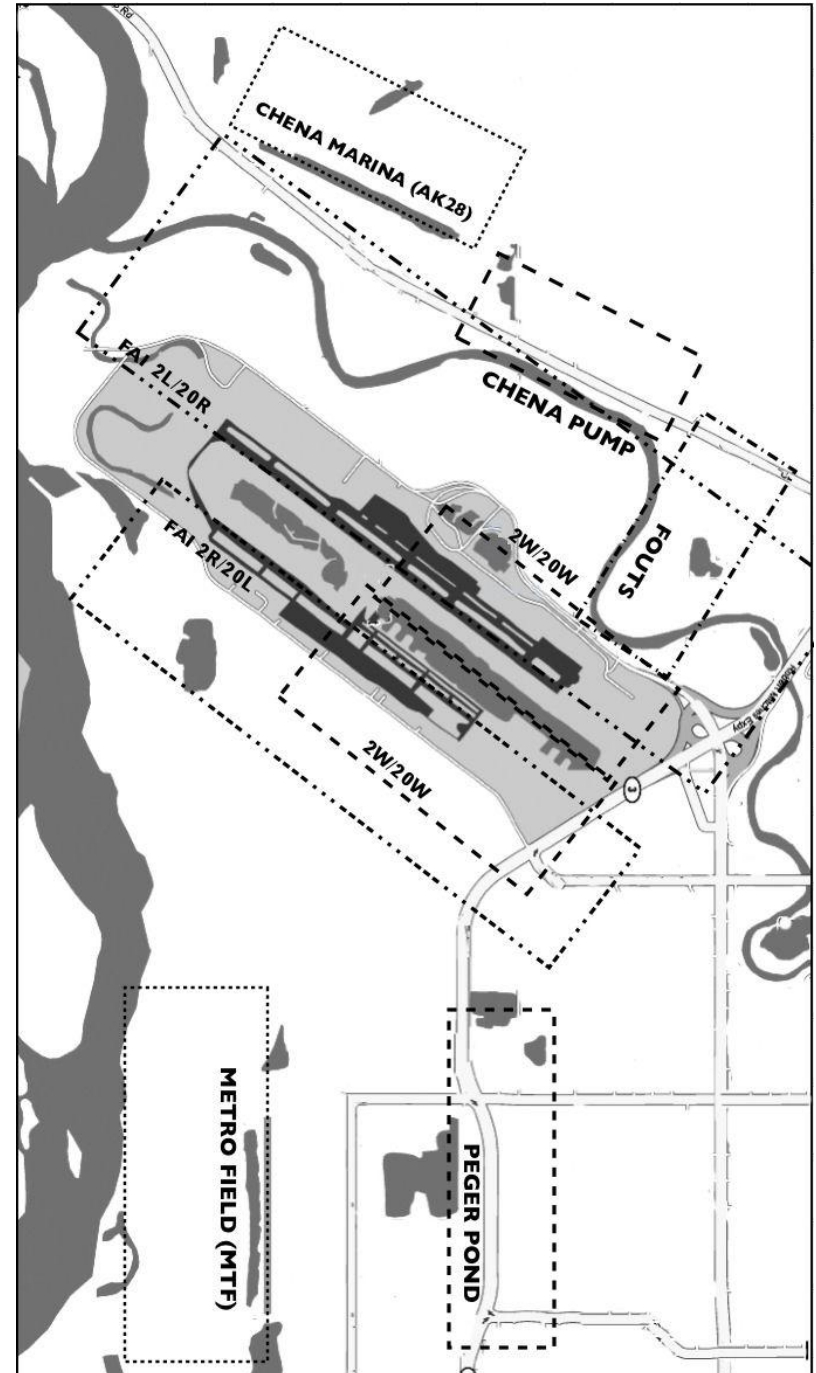
Pilots should make their intentions known to the tower on initial contact. Be specific. For example: "Fairbanks tower, Piper seven three seven three hotel, over Ester Dome, request stop and goes on Ski Strip 2, I have Tango".

In a training situation, you may wish to make different types of landings such as stop and goes, touch and goes, go-arounds. If so, a request should be made for "the option". A clearance for the option is an ATC authorization for an aircraft to make a touch and go, low approach, missed approach, stop and go, or full stop landing at the discretion of the pilot. At times, due to traffic, the tower may advise "Unable stop and go, other options approved". The pilot may then execute any of the above options except a stop and go.

Often the tower will ask you to give a position report as you get closer to the airport. The controllers use this, as a point to issue further instructions, as necessary, to sequence you into the traffic pattern or as a reminder that some other action is required. EXAMPLE: "Report crossing Chena Ridge."

Pilots are expected to give the report promptly upon reaching the requested reporting point. **Please make your reports accurate and timely. Anything less can compromise the safety of all concerned.**

FAIRBANKS AREA TRAFFIC PATTERNS



Once established in the traffic pattern, a pilot need make no further reports unless requested by the tower or no landing clearance is received prior to turning final. Pilots should acknowledge tower transmissions regarding traffic, sequence, and instructions to maneuver to follow other aircraft, etc., as soon and as briefly as possible. A pilot's first responsibility is the control of the aircraft, but since the controller needs to know if instructions are not clearly understood or only part of the transmission was received, state your aircraft call sign and ask the controller to "say again". Pilots need to use the aircraft call sign each time a transmission is made. Remember that only the aircraft type and the last three numbers or letters are required after initial contact with an ATC facility. EXAMPLE: "Tower, Piper seven three hotel, say again."

Traffic in the airport surface area can, at times, be extremely congested. Circumstances may prevent a controller from approving a pilot's specific request until other traffic is no longer a factor. Pilots are expected to adhere to tower instructions and should advise the tower as soon as possible if they are unable to do so.

The primary concern of any air traffic control facility is to provide for a safe and orderly flow of air traffic. Part of this goal is the need to maintain a cooperative working relationship with the flying public. We realize that operational, training and proficiency requirement will cause pilot requests for nonstandard operations, such as: opposite direction arrivals or departures, simulated emergencies, non-standard traffic patterns, and others. These will be approved, when we can provide a safe traffic flow.

SURFACE AREAS

Class D airspace surrounds FAI and is shown as a blue dashed line on the Fairbanks sectional chart. It extends outward 5.4 NM and extends from the surface up to 2900 feet MSL (2500 feet AGL). The jurisdictional boundary between LADD AAF and Fairbanks is the Steese Highway from the north boundary to the Chena River to Cushman Street to the south boundary. Two requirements exist in this area:

➔ Aircraft must contact FAI ATCT to operate within this area unless on a clearance, aircraft must remain VFR

Class E surface area extends vertically from the surface upwards to FL180 and horizontally from the north boundary of the Class D airspace to 2 NM north of FOX NDB and is shown as a magenta dashed line on the Fairbanks sectional chart

The Class D and E surface area mentioned above collectively will be called the "Fairbanks Surface Area." This area is the replacement for the previous Fairbanks Control Zone. The weather at Fairbanks Airport determines the weather for the Fairbanks Surface Area.

Ladd AAF ATCT (125.0) (ATIS 134.25) has published hours of operations. When the tower is closed, the Ladd AAF airspace reverts from Class D and Class E surface area to Class G airspace surface to 700 feet AGL and Class E airspace above.

SPECIAL VFR PROCEDURES

Pilots should become thoroughly familiar with Special VFR procedures and equipment requirements before requesting to fly under Special VFR conditions. To request a SVFR clearance, aircraft departing from Fairbanks International Airport should call clearance delivery on the appropriate frequency being broadcast on the ATIS prior to taxi and request a SVFR clearance stating the preferred direction of flight. The clearance received will include a heading to fly and, (if applicable) a transponder code. After takeoff the aircraft will be switched to departure control. The departure controller will issue a heading to fly until leaving the surface area or instruct the aircraft to resume own navigation. As much as possible, headings issued will be consistent with your requested direction of flight. Pilots should report reaching VFR conditions as soon as possible.

Aircraft departing from satellite airports within the surface area (other than Fairbanks International Airport) shall call Fairbanks clearance delivery for SVFR clearance. After receiving their clearance from clearance delivery they will be instructed to remain on the ground and call Fairbanks tower 118.3 for release. Those aircraft wishing to transition between airports within Fairbanks surface area, shall contract Fairbanks Clearance Delivery for transition.

Arriving aircraft must remain outside the FAI surface area and contact Fairbanks approach control (125.35 MHz) with the SVFR request. Aircraft may be assigned headings to fly in order to be sequenced with, and separated from, other SVFR and IFR aircraft. Under some traffic conditions aircraft may be asked to hold outside the surface area to avoid excessive vectoring. IT IS YOUR RESPONSIBILITY to let the controller know if you cannot accept a heading, due to weather, terrain or any other reason. This applies to both arrivals and departures.

A ceiling of less than 1000' feet and/or visibility less than 3 miles, but 1 mile or greater, reported at the primary airport requires a Special VFR or IFR clearance for operation **anywhere** within the surface area.

FLOAT POND OPERATIONS

Fairbanks Surface Area. If the reported ceiling is less than 1000 feet and/or visibility is less than 3 miles, consider the Fairbanks Surface Area airspace below basic VFR. All aircraft transitioning below the ceiling or landing within the surface area must have a SVFR or IFR clearance. Aircraft may transition without a SVFR/IFR clearance if they can operate above the ceiling in VFR conditions (ATCT communications still required.) If visibility is the only factor and after communicating with FAI ATCT, aircraft may transition the Fairbanks Surface Area only if they are able to remain VFR.

IFR PROCEDURES FROM SATELLITE AIRPORTS WITHIN THE FAIRBANKS SURFACE AREA

IFR aircraft departing satellite airports within the FAI surface area such as Metro Field, Chena Marina, etc., should contact Fairbanks Clearance Delivery on the appropriate frequency (being broadcast on the ATIS) for their clearance and departure instructions. After receiving your clearance contact Fairbanks tower on 118.3 for departure release. Read back of an issued IFR clearance is not mandatory but is recommended as a good operating practice. It serves as a good double check of the correctness of the clearance. It is also recommended that IFR flight plans be filed through the Fairbanks Flight Service Station at least one hour before the proposed departure time. Your IFR Flight plan will remain in the computer system for 1 hour after your proposed departure time. When your flight will remain entirely in Fairbanks Approach airspace, such as when executing practice approaches, you need not file an IFR flight plan with Flight Service, instead request a local IFR clearance from clearance delivery. Following these procedures will help to eliminate any delays in receiving an IFR clearance.

PRACTICE INSTRUMENT APPROACHES

Fairbanks ATCT approach provides TRSA separation for VFR aircraft practicing instrument approaches at FAI, FBK, and EIL until an approach clearance is issued and becomes effective. Once the approach clearance becomes effective you will be afforded standard IFR separation until you execute a missed approach or land. For further information, refer to the Letter to Airman pertaining to this maintained at the FAI FSS. Aircraft requesting practice approaches at Fairbanks International Airport or Ladd AAF should contact Fairbanks Approach Control on frequency 125.35. Aircraft requesting practice approaches at Eielson AFB or Ladd AAF (when east of FBK) should contact Fairbanks Approach Control on frequency 126.5. Pilots requesting PAR or ASR approaches at Ladd AAF (FBK) should contact Fairbanks Approach Control on 125.35, or when East of FBK, on frequency 126.5. Aircraft will be handed off to the final controller at the appropriate time.

The float pond at Fairbanks International Airport is numbered according to its magnetic heading, that is, Float Pond 2 and Float Pond 20. The approximate dimensions of the pond takeoff and landing channel are 5400 by 100 feet. Flags mark shallow spots. Buoys are located 500 feet from the ends of the pond, marking the edge of the water lane and may be used as touchdown markers. Transient parking is at the North End Extension. There are concrete ramps at the northeast and extreme southeast corners of the pond for aircraft launching operations. Aircraft requesting radar services from Fairbanks approach departing the Float Pond at Fairbanks International Airport should monitor the ATIS and then contact Fairbanks Clearance Delivery for departure instructions. After receiving the appropriate information departing aircraft are required to contact the tower on 118.3 MHz for taxi and takeoff instructions prior to entering the main channel. Aircraft shall remain out of the landing channel, which extends from north shore to south shore, until authorized by the tower. Step taxiing is not allowed on the pond except in the main landing channel.

EXAMPLE #1: "Fairbanks Clearance, November six five six one fox-trot, we're a C-185, on the float pond, northwest bound with Tango."

EXAMPLE #2: "November six five six one fox-trot, Fairbanks clearance delivery. TRSA departure, squawk 0125."

SKI OPERATIONS

During the winter months the float pond and the ski strip are both used for ski operations. Pilots should advise the tower or approach controller on initial contact whenever they are requesting the ski strip or the float pond. The controller will issue appropriate taxi or pattern entry instructions. The tower will advise pilots of any adverse condition reports they have received that may affect safe operations on either of these surfaces. Aircraft that would prefer to make a low approach over the ski strip or the pond to observe the conditions for themselves should advise the tower of their intentions. If you notice any poor conditions please pass that information to the tower. When an aircraft is taxiing for departure, pilots need to make sure that their aircraft does not enter the ski strip or the marked landing area of the float pond until authorization has been received from the tower.

SUMMER/WINTER OPERATIONS

Because of the long hours of daylight, traffic in the airport surface area can, at times, be extremely congested even in late evenings. Circumstances may prevent a controller from approving a pilot's specific request until other traffic is no longer a factor. Pilots are expected to adhere to tower instructions and should advise the tower as soon as possible if they are unable to do so.

Winter flying in the interior can be challenging and rewarding. However, at the same time it can also be very dangerous and unforgiving. Pilots should use extreme caution at all times and be aware of weather conditions, visibility, temperatures, braking action and other adverse conditions that may affect flight operations. If for any reason you find yourself in a threatening situation, you should advise the tower or approach control on the appropriate frequency or a Flight Service Station on 121.5 MHz or the closest RCO. Controllers will provide as much assistance as possible. On the chance that a forced landing must be made, pilots should review the survival equipment standards set forth in AS 02.35.110 - *Emergency Rations and Equipment*.

<http://touchngo.com/lglcntr/akstats/Statutes/Title02/Chapter35/Section110.htm>



**HAVE A SAFE AND ENJOYABLE FLYING
YEAR!**

This publication available on line at:

[http://www.faa.gov/about/office_org/headquarters_offices/ato/
service_units/systemops/fs/alaskan/alaska/fai/](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/alaskan/alaska/fai/)

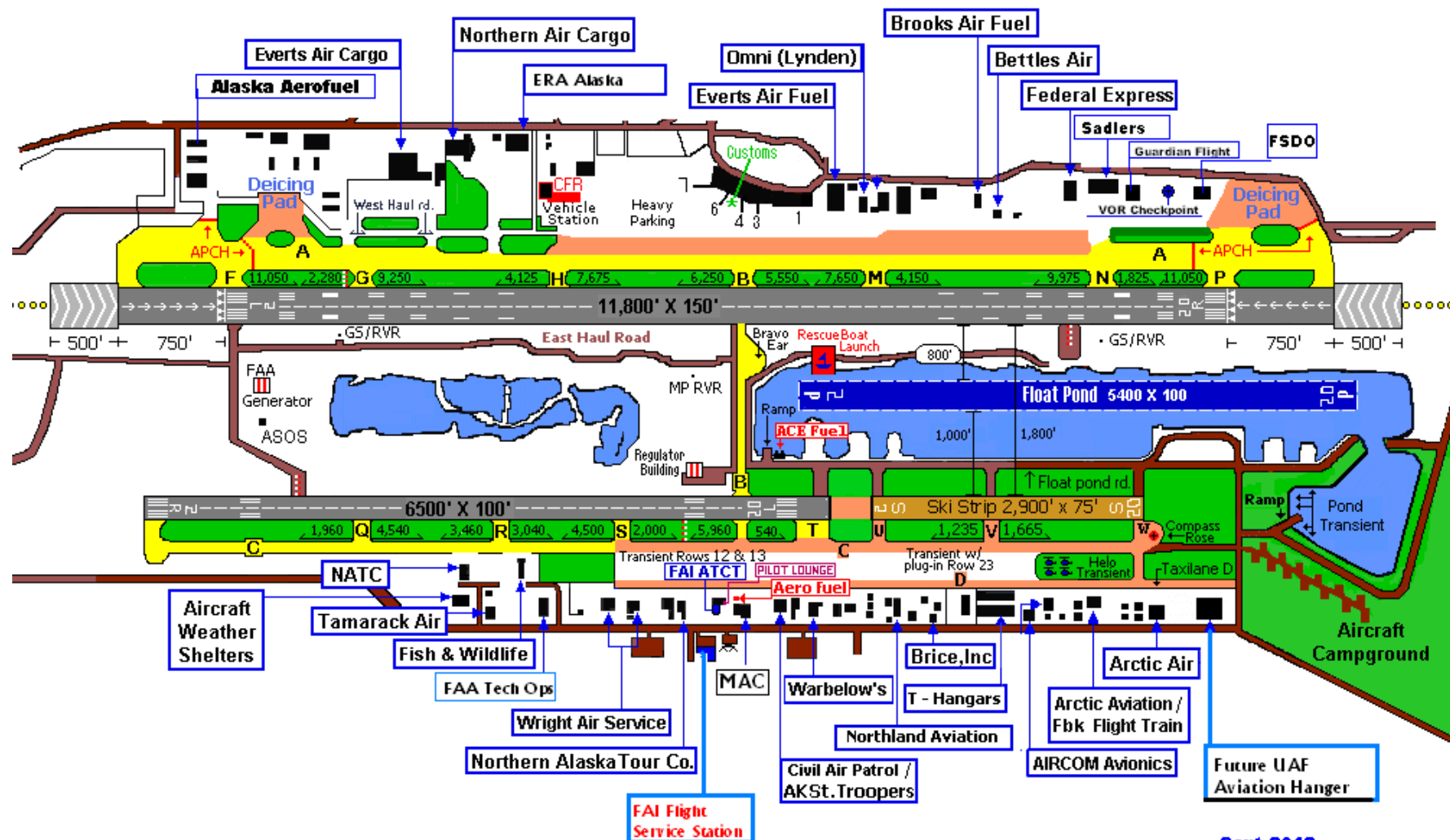
(Fairbanks Flight Service Station)

Fairbanks FSS			Fairbanks ATCT		
Administration 474-0388			Administration: 474-0050		
U.S.A. TOLL-FREE 1-866-248-6516					
TIBS/FAST FILE/BRIEFING			ATIS: 456-1244 124.4		
474-0137/1-800-992-7433			Clearance Delivery 127.6		
TIBS ACCESS CODES			Ground Control 121.9		
Next Available Briefer 1			Tower 118.3		
Record Fast File 3	Recorded Wx 2		Approach & Departure Control 118.6		
File IFR 1	FAI-GAL 12		360°-179° 126.5		
File VFR 2	FAI-AKP 13		180°-359° 125.35		
CNCL VFR 3	FAI-FYU 14				
PIREP 4	FAI-ORT 15		Unicom (Fuel) 122.95		
Return to Briefer 0	FAI-ANC 16				
Current WX- FAI-ANC 17			Eielson Range Control 125.3		
Current WX Interior Stations 18			372-6913/1-800-758-8723		
Announcements/Security 11, 19, 20, 21, 23			Ladd AAF Tower 125.0		
Main Menu # Instructions 8			Eielson AFB Tower 127.2		
TWEB 452-8932 (108.6MHz/257KHz)					
FAI ASOS 474-8036					
FREQUENCIES (VHF)			ANCHORAGE CENTER (VHF)		
FAI FSS 122.2, 122.45, 122.6, 121.5					
CTAFS & RCOS			Barrow 135.3		
Anaktuvuk Pass CTAF 122.8 GCO 122.15			Barter Island 120.6		
Atigun Pass 122.6			Bettles 124.6		
Bettles CTAF 122.9 122.2/121.5			Big Delta 135.3		
Big Delta CTAF 122.9 122.2/121.5			Cape Lisburne 119.65		
Black Rapids CTAF 122.9 122.4			Deadhorse 134.4		
Coldfoot CTAF 122.9 122.0			Fort Yukon 132.7 135.0		
Fish 122.1			Galbraith 134.6		
Fort Yukon CTAF 122.5 122.05			Galena 127.0		
Frozen Calf 121.1			Gambell 132.2		
Galena CTAF 123.0 122.2/121.5			Hill-3265 133.5		
Healy CTAF 122.9 122.4			Kotzebue 119.2		
Huslia CTAF 122.8 122.4			McGrath 128.1		
Indian Mountain CTAF 126.2 122.6			Murphy Dome 133.1 120.9		
Kaarak 122.4			Nome 133.3		
McKinley Park CTAF 122.9 122.1			Northway 126.55		
Minchumina CTAF 122.9 122.2			Unalakleet 135.7		
Murphy Dome 122.3			Nuiqsut 119.4		
Nenana CTAF 122.1 122.5/121.5					
Point Lay CTAF 122.8 122.4					
Ruby CTAF 122.8 122.25					
Tanana CTAF 122.9 122.65/121.5			White Hills RCO 122.1		
Wainwright CTAF 122.8 122.5			Yukon River Bridge RCO 122.15		

This diagram is for general orientation purposes only.

Contact FAI ATCT, Fairbanks International Airport management or official publications for specific information.

Not for navigational purposes.

**Sept 2012**